

treasures like Dollywood in Pigeon Forge, the home of Dolly Parton, and the Birthplace of Country Music, which is in Bristol, Tennessee—places that just don't celebrate our culture but also drive tourism, create jobs, and strengthen our communities. I can't forget a little town in my district called Sneedville, Tennessee, and that is the home of Morgan Wallen. My favorite song is "The Way I Talk." I thought for a long time, Mr. Speaker, that he wrote that about me, but I have come to find out that he didn't.

As a tribute to Dolly Parton, all I have to say is that we have been working longer than "9 to 5" to get this bill across the finish line. I am so thankful for the strong bipartisan partnership that made it possible today.

Mr. Speaker, I urge all of my colleagues to support this legislation.

Mr. PALLONE. Mr. Speaker, this bill, as I said, was part of that bipartisan package that we had hoped would be passed last December but for Elon Musk.

This bill is important. I know that back in Asbury Park, in particular, they will be very happy to know that our Congress is paying so much attention to American music tourism.

Mr. Speaker, I ask for support on both sides of the aisle for the legislation, and I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, let me tell you, the speaker on the floor of the House of Representatives in the great State of Florida used to begin his speeches by saying, "I am fired up." I am fired up, Mr. Speaker, because we are going to pass a great bill that promotes America.

With the previous bill honoring the 1980 USA Gold Medal hockey team, this is a great day in D.C. and all over the United States of America.

In closing, I urge a "yes" vote on this particular bill, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. BEAN of Florida). The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 617.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### SETTING CONSUMER STANDARDS FOR LITHIUM-ION BATTERIES ACT

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 973) to establish consumer standards for lithium-ion batteries.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 973

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Setting Consumer Standards for Lithium-Ion Batteries Act".

#### SEC. 2. CONSUMER PRODUCT SAFETY STANDARD FOR CERTAIN BATTERIES.

(a) CONSUMER PRODUCT SAFETY STANDARD REQUIRED.—Not later than 180 days after the date of the enactment of this Act, the Consumer Product Safety Commission (referred to in this section as the "Commission") shall promulgate, under section 553 of title 5, United States Code, the provisions of ANSI/CAN/UL 2271—Standard for Batteries for Use in Light Electric Vehicle Applications, ANSI/CAN/UL 2849—Standard for Safety for Electrical Systems for eBikes, and ANSI/CA/UL 2272—Standard for Electrical Systems for Personal E-Mobility Devices, as in effect on the date of enactment of this Act, as final consumer product safety standards.

(b) CONSUMER PRODUCT SAFETY COMMISSION DETERMINATION OF SCOPE.—In adopting the standards under subsection (a), the Commission shall limit the application of such standards to consumer products as defined in section 3(a)(5) of the Consumer Product Safety Act (15 U.S.C. 2052(a)(5)).

(c) REVISION OF VOLUNTARY STANDARDS.—

(1) NOTICE TO COMMISSION.—If the provisions of ANSI/CAN/UL 2271—Standard for Batteries for Use in Light Electric Vehicle Applications, ANSI/CAN/UL 2849—Standard for Safety for Electrical Systems for eBikes, or ANSI/CAN/UL 2272—Standard for Electrical Systems for Personal E-Mobility Devices, are revised following the enactment of this Act, the organization that revised the requirements of such standard shall notify the Commission after the final approval of the revision.

(2) TREATMENT OF REVISION.—The revised voluntary standard shall be considered to be a consumer product safety standard issued by the Commission under section 9 of the Consumer Product Safety Act (15 U.S.C. 2058), effective 180 days after the date on which the organization notifies the Commission (or such later date specified by the Commission in the Federal Register) unless, within 90 days after receiving that notice, the Commission notifies the organization that it has determined that the proposed revision, in whole or in part, does not improve the safety of the consumer product covered by the standard and that the Commission is retaining the existing consumer product safety standard.

(d) TREATMENT OF STANDARD.—A standard promulgated under this section, including a revision of such standard adopted by the Commission, shall be treated as a consumer product safety rule promulgated under section 9 of the Consumer Product Safety Act (15 U.S.C. 2058).

(e) REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 5 years after the date of enactment of this Act, the Commission shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives, a report regarding fires, explosions, and other hazards relating to lithium-ion batteries used in micromobility products during the period beginning on the date of enactment of this Act and ending on the report date.

(2) CONTENT.—The report required by paragraph (1) shall describe, at a minimum—

(A) the source of the information that was provided to the Commission regarding the fire, explosion, or other hazard;

(B) the make and model of the lithium-ion battery and micromobility product that resulted in a fire, explosion, or other hazard, if known;

(C) whether a lithium-ion battery involved in a fire, explosion, or other hazard complied

with the standard required by this section, if known; and

(D) if known, the manufacturer and country of manufacture of a lithium-ion battery that resulted in a fire, explosion, or other hazard.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

#### GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in strong support of H.R. 973, the Setting Consumer Standards for Lithium-Ion Batteries Act, led by Representative TORRES.

H.R. 973 requires the Consumer Product Safety Commission to issue consumer product safety standards for rechargeable lithium-ion batteries used in micromobility devices, addressing the serious fire hazards they pose.

Tragically, defective batteries, particularly those imported from China, have already claimed too many lives.

Mr. Speaker, I thank my colleagues, Representative TORRES, Representative LANGWORTHY, Representative CLARKE, and Representative GARBARINO, for their bipartisan leadership to protect consumers and first responders.

Mr. Speaker, I urge my colleagues to join me in voting in favor of H.R. 973, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise to speak in support of H.R. 973, the Setting Consumer Standards for Lithium-Ion Batteries Act.

This legislation will protect Americans from fires caused by lithium-ion batteries. It directs the Consumer Product Safety Commission to require manufacturers to comply with safety standards for rechargeable lithium-ion batteries in micromobility devices, like electric bicycles and scooters.

Fires caused by faulty or misused batteries are on the rise. Between 2019 and 2023, there were more than 400 fires, 300 injuries, and 12 deaths from fires caused by lithium-ion batteries in New York City alone. In February, a fire caused by lithium-ion batteries at a recycling facility in my home State of New Jersey required the evacuation of over 100 residents from their homes and caused massive property damage. Last month, in California, a 6-year-old girl and her grandmother and great-grandmother were all tragically killed in a house fire caused by a lithium-ion battery.

We are witnessing all of these tragic accidents in communities across the Nation, yet there is no mandatory Federal standard to ensure lithium-ion batteries are safe.

As electric bikes and scooters grow in popularity, we must ensure that the CPSC adopts a strong Federal safety standard for lithium-ion batteries. Consumers deserve to know that the products they buy are thoroughly tested and safe, and this legislation would do just that.

I have to say that compliance with this bill depends on enforcement by the Consumer Product Safety Commission. Like other legislation we are considering this afternoon, it depends on the existence of a strong, bipartisan, and independent CPSC to protect Americans from unsafe products.

At the same time that our Republican colleagues vote for this bill, they will continue to remain silent as President Trump's callous willingness to risk the safety of all Americans continues by his planning to eliminate the CPSC and fold its mission into the Department of Health and Human Services, which itself will have a dramatically smaller workforce and narrower mission.

Eliminating the existing CPSC or stripping it of the independent and bipartisan structure that Congress has mandated puts children and all Americans' physical safety in grave danger.

The CPSC is a small agency tasked with a massive job to protect consumers from hazards associated with a vast array of consumer products, from infant car seats to window blinds to home repair equipment. American consumers deserve to have peace of mind that the products we are bringing into our homes are safe.

I hope my Republican colleagues will finally begin to speak up against President Trump's dangerous plan to consolidate power in the White House and eliminate the critical agency that does a lot of this enforcement work at the expense of our children's safety.

Mr. Speaker, I commend Representative TORRES for his leadership on this issue, and I also thank Representative CLARKE for championing this bill in our committee. I urge my colleagues to support this legislation. Again, I will stress that without CPSC enforcement, this legislation is not going to mean much.

Mr. Speaker, again, I don't want to take away from these bills. Each of the bills that we have today is bipartisan and came out of our committee, but it is a shame that they weren't passed already in December but for Elon Musk. It certainly would not be helpful—oh, I am sorry. Mr. TORRES is here, so I can't close yet, Mr. Speaker.

Mr. Speaker, I yield 4 minutes to the gentleman from New York (Mr. TORRES), the Democratic sponsor of the bill.

Mr. TORRES of New York. Mr. Speaker, I rise in strong support of my bipartisan bill titled the Setting Con-

sumer Standards for Lithium-Ion Batteries Act.

Mr. Speaker, I am deeply grateful to Chair GUTHRIE, Ranking Member PALONE, Chair BILIRAKIS, and all the members of the Energy and Commerce Committee for their support. I am equally grateful to my partners in this effort, Congress Members YVETTE CLARKE, ANDREW GARBARINO, and NICK LANGWORTHY.

At the heart of our legislative progress has been the tireless advocacy of the FDNY, the finest and bravest fire department in the Nation.

The sheer speed and scale of destruction caused by a lithium-ion battery fire is nothing short of staggering. In the Bronx, we witnessed one of our few neighborhood supermarkets, 2096 Grand Concourse, instantaneously reduced to rubble by a five-alarm fire caused by a malfunctioning lithium-ion battery. These fires are happening with greater frequency and ferocity across America.

Nowhere has this crisis been more acute than in New York City, which has emerged as the epicenter of lithium-ion battery fires, with more than a thousand incidents since 2019. The number of fires has been rising relentlessly, from 30 in 2019 to 44 in 2020, 104 in 2021, 219 in 2022, 268 in 2023, and 279 in 2024. In just 4 years, America's largest city has seen an over 800 percent surge in these fires, creating an unprecedented crisis in public safety.

□ 1445

Poorly manufactured lithium-ion batteries often imported from China are hidden ticking time bombs waiting to detonate in American homes and neighborhoods. The danger has become too great to ignore.

Today, the House is poised to pass bipartisan legislation that will finally empower the Consumer Product Safety Commission to establish mandatory safety standards for the manufacture of lithium-ion batteries in e-mobility devices.

In doing so, we are acting to prevent needless fires, save lives, and safeguard communities across our Nation, and we are honoring our most sacred duty: to protect the American people.

I urge my colleagues to support this legislation. Mr. Speaker, I include in the RECORD letters of support from a coalition of stakeholders in favor of this bipartisan legislation.

FDNY.

Hon. MIKE JOHNSON,  
*Speaker, House of Representatives,*  
*Washington, DC.*

DEAR SPEAKER JOHNSON: I'm writing to urge you to pass the Setting Consumer Standards for Lithium-Ion Batteries Act (H.R. 973). If signed into law, it would require the Consumer Product Safety Commission to promulgate a consumer product safety standard for rechargeable lithium-ion batteries used in micromobility devices. Given that the bill is uncontroversial, enjoys bipartisan support, and ensures Americans' safety nationwide, you can lead on this issue by advancing H.R. 973 as soon as possible.

In recent years, New York City has seen a proliferation of lithium-ion battery-powered

micromobility devices, such as electronic bicycles, mopeds, and scooters. Many New Yorkers, including numerous delivery workers, rely on these devices as a convenient mode of transportation. However, as these devices continue to appear, the number of fire incidents has rapidly increased. Whereas a fire incident relating to a lithium-ion battery was uncommon in 2019 with only 30 incidents, in 2024, we experienced 279 incidents and are on pace for even more this year. Lithium-ion batteries were the cause of 18 fatal fires in 2023 and six fatal fires in 2024. They also present an acute danger to the firefighters who are called upon to respond.

This issue is a problem well beyond New York City. The Underwriters Laboratory Fire Safety Research Institute states that, nationwide, there were at least 445 lithium-ion battery fires, 214 injuries, and 38 deaths in 2023. They also note that the toxic smoke from these fires decreases the usual three-minute escape time to less than one minute, making these fires a rapid death trap. These fires present unique safety risks and create major hazards like flames, exploding projectiles, and thermal runaway. This causes an explosive, domino effect within the cells of a battery making it especially challenging for first responders to mitigate using traditional fire suppression methods. In addition to the explosion and fire, these battery fires produce thick, highly toxic smoke that endangers the lives of first responders responding to an incident.

Yet, the incidence of battery fires can be notably reduced by following best practices, such as purchasing certified devices and batteries, and not tampering with batteries. The Setting Consumer Standards for Lithium-Ion Batteries Act would be a strong step forward in tackling this ongoing crisis and ensuring safety for life and property.

Therefore, we ask for your leadership on this important issue by passing H.R. 973. Doing so will save lives and strengthen the safety of firefighters across the country.

Sincerely,

ROBERT S. TUCKER,  
FDNY COMMISSIONER,  
*Fire Department, City of New York.*

CONSUMER REPORTS,  
*April 25, 2025.*

Hon. MIKE JOHNSON,  
*Speaker, House of Representatives,*  
*Washington, DC.*

Hon. HAKEEM JEFFRIES,  
*Democratic Leader, House of Representatives,*  
*Washington, DC.*

DEAR SPEAKER JOHNSON AND LEADER JEFFRIES: On behalf of Consumer Reports (CR), the independent, non-profit, non-partisan member organization, we write to state for the record our endorsement of H.R. 973, the Setting Consumer Standards for Lithium-Ion Batteries Act, in advance of the U.S. House of Representatives' possible consideration of the bill under suspension of the rules the week of April 28, 2025. We support this bipartisan product safety legislation, which would ensure that the Consumer Product Safety Commission (CPSC) can set federal safety standards for micromobility devices, such as e-bikes, e-scooters, and hoverboards, in a timely manner.

Micromobility products can be a useful, cost-effective, and fun way to get around. They have soared in popularity, and many of them are manufactured abroad and imported to the United States. Unfortunately, fires and explosions linked to the products have also proliferated. Since 2021, micromobility devices using high energy density batteries have been linked to hundreds of fires and dozens of fatalities, including the deaths of multiple children. While specific information on the manufacturers or brands tied to these

fires is not publicly available, fire experts have stated they suspect that low-quality batteries from overseas are often to blame.

A federal safety standard enforced by the CPSC would level the playing field and help ensure that manufacturers and sellers put safety first. Thankfully, the Setting Consumer Standards for Lithium-Ion Batteries Act (H.R. 973) would address this emerging, but addressable, hazard. On April 9, 2025, the Energy and Commerce Committee approved H.R. 973 by a voice vote with overwhelming support, and we are pleased it is now headed to the House floor.

Consumer Reports supports H.R. 973 and urges every member to support this sensible bill on the House floor. Thank you for your consideration, and please do not hesitate to reach out to us with any questions.

Sincerely,

WILLIAM WALLACE,  
*Director, Safety Advocacy.*

GABE KNIGHT,  
*Senior Safety Policy Analyst.*

APRIL 25, 2025.

Re H.R. 973—Setting Consumer Standards for Lithium-Ion Batteries Act.

Hon. MIKE JOHNSON,  
*Speaker of the House of Representatives, Washington, DC.*

As organizations committed to the build-out of electric charging infrastructure in New York City, we support H.R. 973—the Setting Consumer Standards for Lithium-Ion Batteries Act. This legislation will issue a consumer product safety standard for rechargeable lithium-ion batteries used in micromobility devices, such as electric bicycles and scooters, to protect against the risk of fires.

As New York City looks to diversify its modes of transportation, we must ensure that these alternatives are clean and safe. Rechargeable, personal vehicles present a great opportunity to expand transportation alternatives, but their adoption must be met with safety precautions in mind. This legislation would allow for cities such as New York City to foster a responsible transportation sector and protect consumers and property from the threats of unsafe standards.

We request that this legislation be taken up for consideration by the House of Representatives.

Sincerely,

NEW YORK LEAGUE OF  
CONSERVATION VOTERS.  
OPEN PLANS.  
TRI-STATE  
TRANSPORTATION  
CAMPAIGN.  
TRANSPORTATION  
ALTERNATIVES.  
EQUITABLE COMMUTE  
PROJECT.  
REGIONAL PLAN  
ASSOCIATION.

NVFC,

Washington, DC, April 25, 2025.

Hon. MIKE JOHNSON,  
*Speaker of the House of Representatives, Washington, DC.*

DEAR MR. SPEAKER, I am writing to you on behalf of the National Volunteer Fire Council and the nation's volunteer fire service to express my support for H.R. 973, the Setting Consumer Standards for Lithium-Ion Batteries Act. If enacted, this bill would significantly reduce the number of fires caused by lithium-ion batteries in e-mobility devices like e-bikes and scooters.

H.R. 973 would require the Consumer Product Safety Commission (CPSC) to issue a

safety standard for rechargeable lithium-ion batteries used in e-mobility devices. While lithium-ion batteries in e-mobility devices have added a great deal of convenience to our lives, these batteries can be volatile and produce intense fires very quickly. This is especially the case if these lithium-ion batteries are of inferior quality, many of which are cheaply produced in China. A CPSC standard for lithium-ion batteries would protect consumers from the dangers of these inferior batteries.

As lithium-ion battery powered devices become more common, it is crucial that the safety and wellbeing of those we serve is preserved. Passing the Setting Consumer Standards for Lithium-Ion Batteries Act would do just that. I request that the House of Representatives pass this important legislation as soon as possible.

Sincerely,

STEVEN W. HIRSCH,  
*Chairman, National Volunteer Fire Council.*

BOMA INTERNATIONAL.

DEAR SPEAKER JOHNSON AND LEADER JEFFRIES: I am writing on behalf of the Building Owners and Managers Association (BOMA) International to express our strong support for the Setting Consumer Standards for Lithium-Ion Batteries Act, this critical legislation will help protect the public from the rising number of fires, injuries, and tragic deaths caused by faulty lithium-ion batteries used in e-bikes, e-scooters, and other micromobility devices.

As the popularity of micromobility options continues to grow, so too has the frequency of incidents related to unregulated or poorly manufactured batteries. Between January 2021 and November 2022, there were 208 reports of micromobility device fires across 39 states, resulting in at least 19 deaths. These devices, often essential for low-cost and sustainable transportation, should not pose a danger to users or communities. This bill takes a decisive and necessary step by requiring the U.S. Consumer Product Safety Commission (CPSC) to establish a, enforceable safety standard for rechargeable lithium-ion batteries used in these products.

Most lithium-ion batteries are being imported from China, and Chinese manufacturers are not complying with CPSC's directive. By mandating uniform consumer protections, this legislation will help ensure that only safe, reliable batteries are brought to market—saving lives and preventing devastating property damage. It also levels the playing field for responsible manufacturers and retailers who already prioritize battery safety.

I respectfully urge you and your colleagues to support the Setting Consumer Standards for Lithium-Ion Batteries Act and help move this important public safety measure forward without delay.

Thank you for your leadership and attention to this urgent issue.

Sincerely,

MANUEL MORENO,  
*BOMA International Chair and CEO.*

DOORDASH,  
April 25, 2025.

Hon. MIKE JOHNSON,  
*Speaker, House of Representatives, Washington, DC.*

Hon. STEVE SCALISE,  
*Majority Leader, House of Representatives, Washington, DC.*

DEAR SPEAKER JOHNSON AND LEADER SCALISE: DoorDash applauds you for advancing H.R. 973, the *Setting Consumer Standards for Lithium-Ion Batteries Act*. It is critical that the United States establish battery safety standards for mobility devices so that people can use these products without putting

themselves, their families, and their communities at risk. Your continued leadership on this issue will make a real difference in the lives of everyday Americans.

DoorDash empowers local businesses to reach more customers and enables millions of Americans to earn supplemental income when, where, and how they want. We are committed to keeping our communities safe, which is why we strongly support H.R. 973, which will keep unsafe batteries off of the market.

Electrically-powered micromobility is quickly becoming an essential part of our nation's transportation system, especially in urban areas. These micromobility devices also enable flexible earning opportunities for workers across the country, including the couriers—we call them “Dashers”—who provide delivery services facilitated by the DoorDash platform.

However, the benefits of micromobility can only be realized if the devices used are safe. Battery fires in New York City and across the country have made clear the danger posed by lithium-ion batteries that do not meet established and recognized safety standards. Consumers should not have to guess whether a product is safe when they purchase it, nor should our communities bear the risk of faulty products entering the market unchecked. Delivery workers, many of whom own devices powered by lithium-ion batteries and use them to earn supplemental income, are particularly at risk in the absence of these safety standards.

This legislation is a vital step forward in addressing this problem. By requiring the adoption of well-established voluntary standards like UL 2271, UL 2849, and UL 2272, H.R. 973 ensures a strong federal framework to protect consumers and workers. This measure will help shut down the flow of unsafe products and prevent needless harm to families, first responders, and communities.

DoorDash has partnered with e-bike suppliers and rental services to expand access to safe, certified micromobility devices, and we have invested in education campaigns to raise awareness about battery safety. Your leadership in bringing this bill forward is not only timely—it is necessary.

We are grateful for your commitment to consumer protection, public safety, and responsible innovation. Thank you again for your leadership.

Sincerely,

JOHN HORTON,  
*Head of North America Public Policy, DoorDash, Inc.*

INTERNATIONAL ASSOCIATION  
OF FIRE CHIEFS,  
McLean, VA, April 28, 2025.

Hon. MIKE JOHNSON,  
*Speaker, House of Representatives, Washington, DC.*

Hon. HAKEEM JEFFRIES,  
*Minority Leader, House of Representatives, Washington, DC.*

DEAR SPEAKER JOHNSON AND MINORITY LEADER JEFFRIES: On behalf of the nearly 11,000 members of the International Association of Fire Chiefs (IAFC), I ask that you support H.R. 973, the Setting Consumer Standards for Lithium-Ion Batteries Act. This bipartisan legislation would require the Consumer Product Safety Commission to issue safety standards on lithium-ion batteries in micromobility devices.

All over America, communities struggle with fire safety effects of lithium-ion batteries in micromobility devices. These batteries are found in micromobility devices like e-bikes, e-scooters and hoverboards. Fires caused by these batteries produce a phenomenon called thermal runaway. When

the individual cells inside a lithium-ion battery become unstable it creates thermal runaway, which leads to fires. As we have seen time and time again, being nearby an unstable micromobility device can lead to injury or even death. Often, these fires impact multiple homes or apartments, causing damage or injury to close by neighbors and their adjacent property.

We humbly ask that you support H.R. 973, the Setting Consumer Standards for Lithium-Ion Batteries Act. By passing this act, Congress can help ensure that safety is not compromised when the public utilizes alternative options for transportation. We look forward to working with you to pass this legislation.

Sincerely,

FIRE CHIEF JOSH WALDO, CFO, EFO,  
IAFC President and Board Chair, 2024–2025.

TIC COUNCIL AMERICAS,  
April 25, 2025.

Hon. MIKE JOHNSON,  
Speaker, House of Representatives,  
Washington, DC.

DEAR MR. SPEAKER: TIC Council Americas, representing the Testing, Inspection, and Certification (“TIC”) industry, supports the Setting Consumer Standards for Lithium-Ion Batteries Act, HR 973—a badly needed step in solving the problem of lithium-ion battery fires. Lives and property are at stake, and we urge passage of this legislation when it is before you on the floor.

Lithium-ion batteries present a major challenge due to their range of sizes, construction, frequently unknown origin, and potential for ignition if damaged or defective. While there are consensus standards to address the safety of lithium-ion batteries and battery-powered consumer products, they are not consistently followed, nor are there federal safety requirements that must be met. As evidenced by hundreds of fires and too many deaths traced to these batteries, we fully agree that Congressional action is badly needed now.

TIC Council Americas and its members remain ready to support the implementation of this legislation, whether or not independent verification of conformity is ultimately required. Most important is the increased safety that will accrue to consumers when this legislation becomes law.

Mr. Speaker, we appreciate the opportunity to provide feedback on this important issue. Should you have any questions, please don't hesitate to contact me.

Sincerely,

RICH O'BRIEN,  
Executive Director.

GRUBHUB,  
April 28, 2025.

Hon. MIKE JOHNSON,  
Speaker, House of Representatives,  
Washington, DC.

DEAR SPEAKER JOHNSON: I write to express Grubhub's strong support for the passage of H.R. 973, Setting Consumer Standards for Lithium-Ion Batteries Act. Thank you for your leadership on this important issue and for ensuring this critical legislation will be considered by the full House of Representatives.

This legislation would require the Consumer Product Safety Commission (CPSC) to create a federal safety standard for rechargeable lithium-ion batteries used in micromobility products, such as e-bikes and e-scooters. Micromobility products can be a cost-effective, sustainable, and efficient mode of transportation. These devices have soared in popularity in recent years, and many are manufactured overseas and imported to the U.S. to meet the unprecedented demand. Unfortunately, the increase in these

subpar products has led to a troubling rise in fires and explosions, some fatal.

Many food delivery couriers rely on safe, efficient transportation like e-bikes to sustain their livelihoods, especially in dense urban areas. These delivery partners are essential to thousands of communities and businesses, including ours. Ensuring their safety—and the safety of all Americans—is a matter of public health, but also of fairness and economic opportunity. Instituting a federal safety standard for these products will help keep dangerous, foreign-made products from proliferating throughout our communities and ensure that consumers can access reliable, safe micromobility devices.

While local jurisdictions have tried to address this issue, the scale of the problem demands a national solution. Only a federal standard, enforced by the Consumer Product Safety Commission, can provide the comprehensive protection needed.

Grubhub applauds Congress for its diligence on this urgent safety and national security issue and for taking this opportunity to address it. This bipartisan legislation is well positioned to tackle the growing occurrence of fires linked to uncertified lithium-ion batteries, and will ultimately protect lives and ensure public safety.

Sincerely,

JR STARRETT,

Director of Government Affairs, Grubhub.

Mr. BILIRAKIS. Mr. Speaker, I encourage a “yes” vote, and I congratulate Representative TORRES and others for this great bill.

Mr. Speaker, I yield back the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself the balance of my time.

Again, I hate to keep repeating, but these bills are all good that we are considering this afternoon, and they should have already become law but for Elon Musk. Again, it is important that we reauthorize these programs or authorize these programs for the first time.

However, unless we have enforcement ability from agencies like the Consumer Product Safety Commission, they are not going to mean much because they require enforcement and investigation. Basically the agencies are the ones that make sure that this type of legislation is effective.

I hope that my Republican colleagues will see fit to speak out against the abolition of the Consumer Product Safety Commission. Putting it in another department is not going to help because they will have less workforce and less ability to function.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 973.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BILIRAKIS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

## TRANSPARENCY IN CHARGES FOR KEY EVENTS TICKETING ACT

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1402) to require sellers of event tickets to disclose comprehensive information to consumers about ticket prices and related fees, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1402

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### SECTION 1. SHORT TITLE.

This Act may be cited as the “Transparency In Charges for Key Events Ticketing Act” or the “TICKET Act”.

### SEC. 2. ALL INCLUSIVE TICKET PRICE DISCLOSURE.

Beginning 180 days after the date of the enactment of this Act, it shall be unlawful for a ticket issuer, secondary market ticket issuer, or secondary market ticket exchange to offer for sale an event ticket unless the ticket issuer, secondary market ticket issuer, or secondary market ticket exchange—

(1) clearly and conspicuously displays the total event ticket price, if a price is displayed, in any advertisement, marketing, or price list wherever the ticket is offered for sale;

(2) clearly and conspicuously discloses to any individual who seeks to purchase an event ticket the total event ticket price at the time the ticket is first displayed to the individual and anytime thereafter throughout the ticket purchasing process; and

(3) provides an itemized list of the base event ticket price and each event ticket fee prior to the completion of the ticket purchasing process.

### SEC. 3. SPECULATIVE TICKETING BAN.

(a) PROHIBITION.—Beginning 180 days after the date of the enactment of this Act, a ticket issuer, secondary market ticket issuer, or secondary market ticket exchange that does not have actual or constructive possession of an event ticket shall not sell, offer for sale, or advertise for sale such event ticket.

(b) SERVICES PERMITTED.—Notwithstanding subsection (a), a secondary market ticket issuer or secondary market ticket exchange may sell, offer for sale, or advertise for sale a service to an individual to obtain an event ticket on behalf of such individual if the secondary market ticket issuer or secondary market ticket exchange complies with the following:

(1) Does not market or list the service as an event ticket.

(2) Maintains a clear, distinct, and easily discernible separation between the service and event tickets that persists throughout the entire service selection and purchasing process.

(3) Clearly and conspicuously discloses before selection of the service that the service is not an event ticket and that the purchase of the service does not guarantee an event ticket.

### SEC. 4. DISCLOSURES.

A ticket issuer, secondary market ticket issuer, or secondary market ticket exchange—

(1) if offering an event ticket for resale, shall provide a clear and conspicuous statement, before a consumer purchases the event ticket from the ticket issuer, secondary market ticket issuer, or secondary market ticket exchange, that the issuer or exchange is engaged in the secondary sale of event tickets;